



EXTRUDAKERB

SLIPFORM CONCRETE PAVING



As the country's commitment to highway civil engineering reached unprecedented levels in the late 1980s, Extrudakerb recognised the exciting opportunities provided by the slipform process and invested in its first slipform paver. It represented a pioneering step forward in the provision of in-situ concrete kerb, channel, barrier and slab on both highways and airfields throughout the UK and Europe.

Extrudakerb has been a major force within the UK's slipform paving and in-situ concrete barrier market ever since.

Today the company boasts a world leading managerial and site workforce, extensive in house design and fabrication facilities as well as the UK's largest fleet of specialised barrier slipform paving machines and associated equipment. No other company is better equipped to provide support to industry as the changeover from steel to concrete barrier takes place across the UK's major road network.

Pioneers in Slipform Construction

First to provide slipformed concrete barrier on a UK highway (A47 Narborough Road)

First to provide slipformed high containment barrier (M4 HVCB)

First to provide slipformed variable profile barrier (Edinburgh City Bypass)

First to provide Britpave slipformed concrete step barrier (M62 Junction 37 – 38)

First to provide slipformed wide troughed barrier (A2/A282)

Your Supply Chain Partner

Extrudakerb's Slipform Concrete Paving Division supports customer supply chains with a complete portfolio of services including design, estimating, construction and repair.

Our resources include full Auto-CAD design facilities, indemnified professional designers and technical query response. We also provide full project specific programmes, schematics, drawings, paver set up configurations and quality procedures.

Working closely with key major material suppliers, we have developed unique concrete mix designs that maximise quality and productivity without increasing costs, whilst reducing the impact on our environment.

Britpave Concrete Barrier

Promoted by Britpave, Concrete Step Barrier or CSB is the default safety restraint system developed to meet UK Road Overseeing Authorities Specification for motorway central reserve.

Extrudakerb is one of a select few specialised contractors appointed by Britpave to install their concrete and steel barrier systems. You can have total confidence in the quality of our products, our workmanship and the level of service we provide. We set ourselves the very highest standards in everything we do.

As a Britpave Licensed Installer, we are audited annually to ensure we continue to conform with Britpave specifications.

A variety of transitions and terminals are available as is a standard bifurcation design. Various paver set-up permutations are also available to suit site conditions and preferred traffic management layouts. A major benefit of having an in-house design and fabrication department is that we can adapt and modify paver and mould design to suit bespoke applications.



Twin barrier accommodating level difference in excess of 300mm with localised light column plinths

Street Lighting

Street lighting is more easily accommodated within a central reserve featuring a rigid concrete barrier than any other safety restraint system.

The minimal W2 working width allows hazards to be located as close as 800mm from the traffic face of the barrier. If space permits, a twin line of barriers can provide an ideal solution particularly if adjacent carriageway level variation exceeds 300mm.

Frequently however, a widened version of the CSB is utilised with columns simply bolted to the top of the barrier.

Extrudakerb is an approved installer of Britpave-approved heavy duty anchoring systems. All operatives are directly employed by Extrudakerb. Fully trained and certified to set out, core, fix and test anchors, our staff are also equipped with the very latest equipment.



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Emergency Crossing Points

Extrudakerb supplies and installs Britpave's Steel Step Barrier for use at Emergency Crossing Points and across structures where incumbent loadings preclude the use of a concrete barrier.

If required we can install the required concrete foundation plinths and anchors. We maintain an operable ECP system at our head office near Doncaster where training is also available to highway maintenance crews in the safety of an off line environment.



Variable Profile Barrier

Where adjacent carriageways vary in level, highway designers have two options available to them; twin barrier or, uniquely, a variable profile barrier.

Twin barriers must be used where level variation exceeds 300mm. They may also be the preferred solution where sufficient width is available within the central reserve or where there is street lighting or frequent in-line hazards, such as bridge piers or sign gantry bases.



However, where the carriageway level difference is less than 300mm and because the step profile at the foot of the barrier must follow the adjacent carriageway surface level, variable profile barrier is often the only solution.

Extrudakerb utilises a unique sophisticated paving mould, pioneered and developed in-house, that can adjust the level of the step profiles relative to each other. As carriageway level variation increases so the level difference between the adjacent step profiles increases to the same degree resulting in a barrier of differing heights.

In house self contained joinery gangs specialise in barrier formwork construction



Bridges

With a long track-record of successful barrier projects across bridges and viaducts, Extrudakerb can draw on vast experience, adding real value to both the design and construction phases of this potentially complex installation.

Extrudakerb specialises in barrier bifurcation construction, from single line to twin barrier, where extra protection is required over bridges and piers. Utilising a combination of machine lay and traditional formwork elements, our methods are designed to minimise costly shuttered works.

Our fully trained and experienced in-house crews are flexible and operate the latest equipment including truck-mounted cranes and modular steel formwork.



We have designed and fabricated a number of variable profile moulds including standard and wide troughed Concrete Step Barrier and support this technology with meticulous planning and clear, decisive communication with our project partners.

As a result, Extrudakerb is the UK's leading provider of variable barrier solutions. To date, we have constructed more than ten times the barrier completed by our nearest competitor.

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Transitions & Terminals

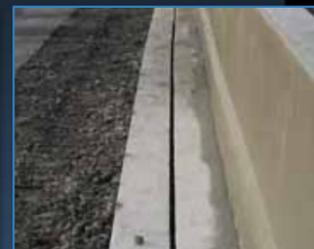
A wide range of transitions and terminations are available for Concrete Step Barrier. These include transitions to single and double sided open box beam steel safety fence, to Britpave steel step barrier, to High Vertical Concrete Barrier, to crash cushion and to concrete gantry and other structures deemed able to withstand direct vehicle impact.

Transitions are almost entirely constructed using traditional fixed formwork. Extrudakerb designs and manufactures all steel formwork in-house. Modular in design, it allows accurate and speedy installation - even of significant lengths.

Drainage Systems

Slipformed surface water channels, slipformed slot drain, combined concrete channel and carrier drain, as well as simple surface mounted gullies can all be constructed adjacent to Concrete Step Barrier by Extrudakerb.

These operations require careful planning, although typically adjacent drainage systems are fully constructed ahead of the concrete. Extrudakerb frequently operates two pavers in tandem. One slipforms the drainage system ahead of the second slipforming the barrier.



Vast experience gained slipforming various insitu linear drainage systems over 2 decades including: open water channels, slot drains, combined carrier drain and channel systems as well as kerbs

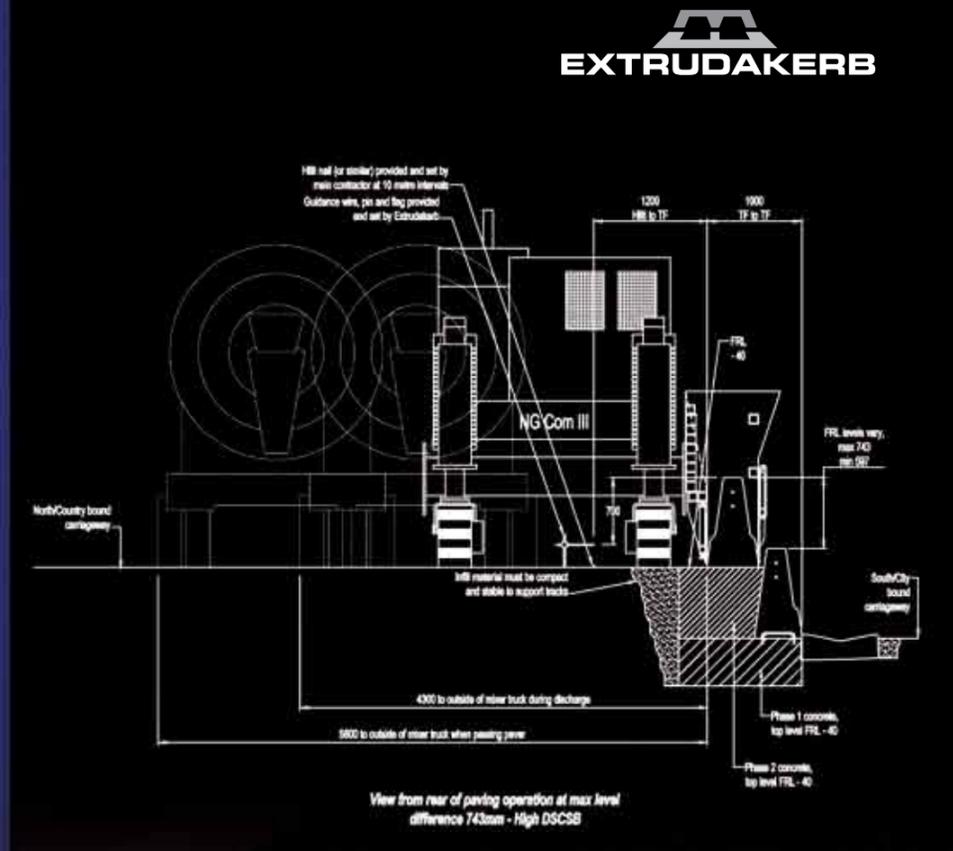


Paver Setup & Operating Environment

Every project has a specific working environment within which the drainage system or barrier must be constructed. With the aim of minimising disruption to the travelling public, workspace is often limited. Frequently, a tidal traffic management system is provided offering maximum working space during periods of light traffic flows.

Extrudakerb can provide both generic and project-specific paver set up configurations that maximise productivity within minimal working environments, supported by detailed, bespoke AutoCAD drawings.

Paving moulds can be fitted to the left and right side of the paver chassis allowing construction to proceed in the same direction as adjacent traffic flow and to minimise the turning around and reversing of supply trucks. We can also offer individual paver configurations such as non-standard track configurations, offset and extended feed conveyors and offset mould mounts.



Careful consideration of paver footprint, track alignment, carriageway presentation and concrete delivery wagon routing and discharge position is essential if safe working and high productivity is to be realised.

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Our History in Extrusion and Slipforming

The company was founded in the 1960s by Arnie Charlesworth, who recognised that the country's prolific road building industry offered a unique business opportunity.

Working initially from a garden shed, he designed and built the first of his extrusion machines. Demand grew quickly. However contractors quickly discovered that the operation proved more successful when Arnie was in attendance, so he was increasingly commissioned to supply, not just the machine, but also the kerb itself.

The company was challenged to extrude a concrete kerb but realised that new slipforming technology would be better suited to this application; Arnie Charlesworth again took a bold step and purchased the company's first of what proved to be many slipform paving machines.

The company has always remained close to its engineering roots. And today, Extrudakerb's extensive workshops and fabrication facilities at Denaby in South Yorkshire set the company apart from its competitors.

As both an equipment manufacturer and operator, Extrudakerb is able to quickly and effectively translate lessons learned in the field into machine improvements and innovative solutions to unusual customer demands.



Extrudakerb has gone from strength to strength.



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